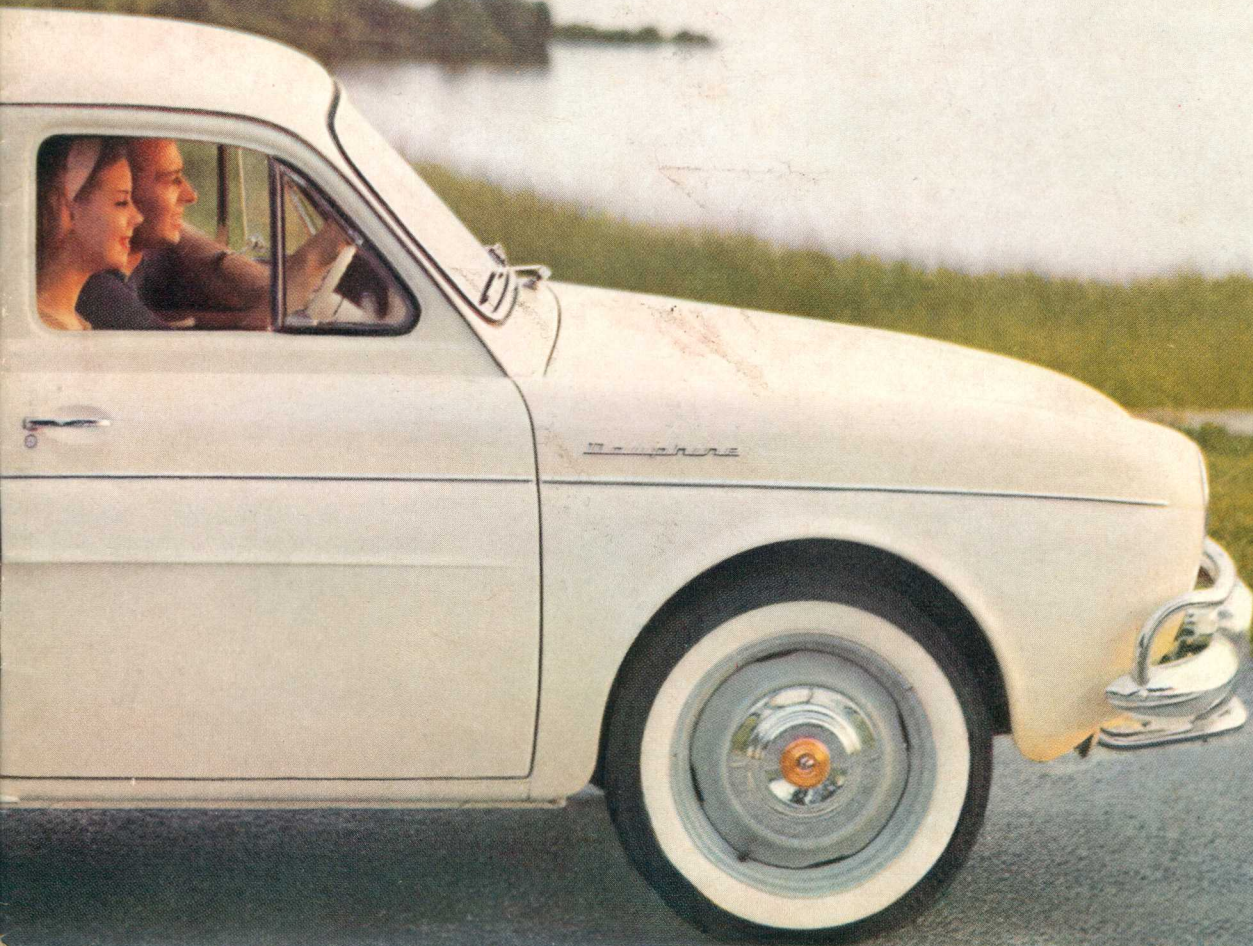


AVANT CORPORATION
1059 FREEPORT ROAD
PITTSBURGH 38, PA.
STERLING 2-1323



driving
is fun again
in a
RENAULT

RENAULT DAUPHINE . . . the car that makes driving fun again. Here's an all-purpose car for the whole family—come one, come all—whether you live in a big city, in the suburbs, a small town, the country or in the rugged Rockies.

Driving a DAUPHINE is an amazing experience. Its maneuverability, stability and road-holding are superb in all kinds of weather, in all kinds of conditions . . . for coping with heavy, city traffic, driving on a cross-country turnpike or on rough back roads in out-of-the-way places, even taking the hairpin turns and switchbacks on "The Going to the Sun Highway" in Glacier Park. And you can enjoy the scenery around you, without neck-kinking; the convex windshield and curved rear-window provide an extraordinarily wide field of vision and eliminate "blind" spots, making for greater driving safety.

The DAUPHINE's all-around thriftiness is exciting. The savings you make through the low initial purchase price, the surprisingly small gasoline and oil bills, the low maintenance and repair costs all add up to a minimum of automobile expense in your budget. The down payment on a house in the country or at the seashore; the trip to Europe you've dreamed about (you can buy and drive a DAUPHINE to tour Europe too); a swimming pool and outdoor barbecue; U. S. Savings Bonds for that "rainy day" or for sending the kids to college . . . these, *and more*, are the bonuses you give yourself *now*, by driving a DAUPHINE.

All this . . . plus a car created with a personality especially for Americans. Here is beauty and style with fine craftsmanship and proven engineering superiority; spirit and verve within the bounds of really safe driving; comfort and convenience without useless, ponderous bulkiness . . .

RENAULT DAUPHINE . . . the car made in France for *you* . . . to make your driving fun again!



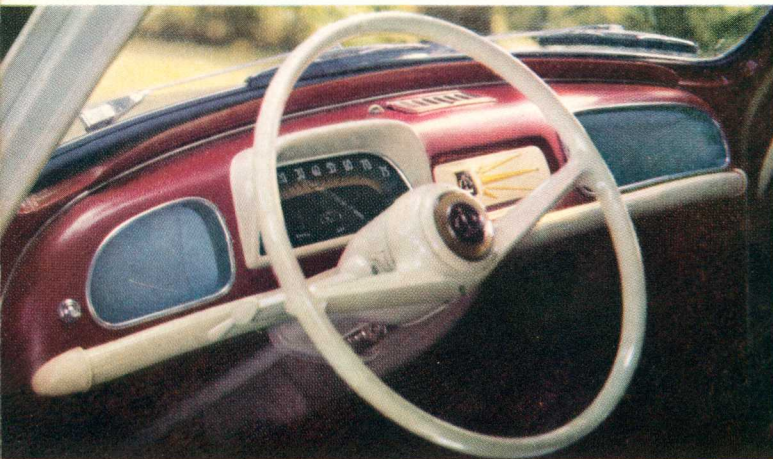




SPARETIRE...The spare tire is ingeniously placed below the luggage compartment and behind the license plate, allowing for complete accessibility with NO inconvenience. In addition, the spare tire carrier is engineered to increase the safety factor in heavy traffic driving.



FERLEC CLUTCH...The Ferlee "automatic" clutch (optional) eliminates the clutch pedal; clutching is controlled automatically by an electrical current. This permits complete control of the car at all times by manual shifting, relieving the strain of constant clutching in today's heavy traffic.



DASHBOARD...The safety-engineered dashboard combines the grouping of all instruments in one unit, behind the steering wheel, in a hooded recess for glare-free, single-glance reading; all manual controls are on the steering column for quick accessibility (ignition, lights, directional signals and dual horns "country horn/city horn"). The "his" and "hers" glove compartments at each end of the dash and the ashtray, centered in the top of the panel, are thoughtful additions for the driver's and passenger's convenience and comfort.







The compact and efficiently engineered DAUPHINE encompasses the best aerodynamic characteristics of body design. The unitized construction of the body insures driving stability, top performance and ruggedness with no sacrifice of convenience and comfort. The well-arranged and easily accessible rear-engine, the convenient and practical location of the spare tire, the 4 doors for easy entering and exiting, the comfort-tested seats that seat four, even five, passengers with ample allowance for headroom, elbow room and foot room . . . all put the DAUPHINE in a class by itself.

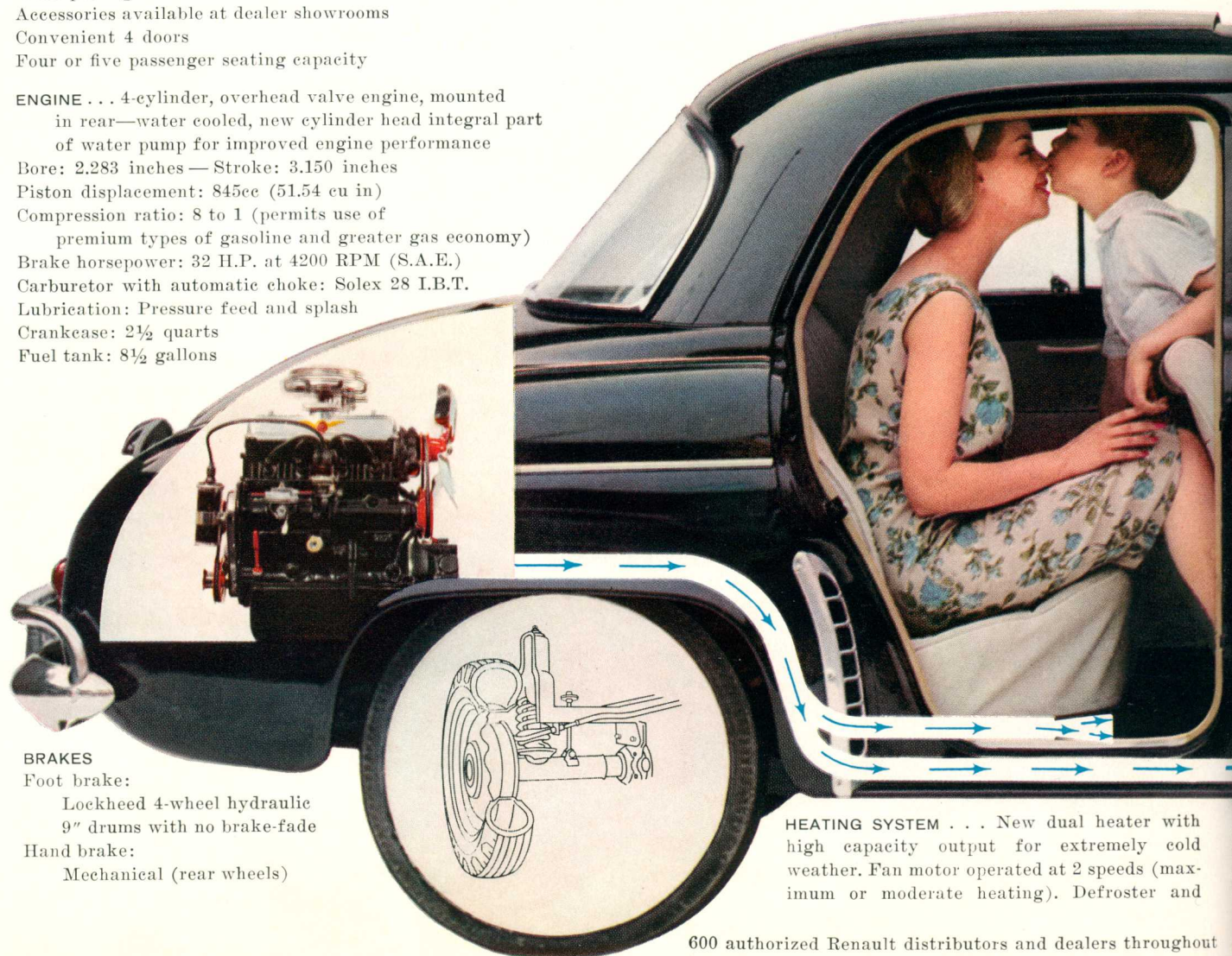
SPECIAL FEATURES

Ample headroom and elbow room and leg room
Adjustable front seats, finger-tip control
Seat cushions of resilient zig-zag springs padded with thick foam rubber
Safety padding around windshield and dash
Semi-flexible steering wheel
Safety glass all around
Positive steering (no play)
as light as power steering
Both front doors lock with a key
All four windows fully operating with air-control vent windows in front
Dual wide-area windshield wipers with out-of-vision automatic rest
Interior lights, door operated or manually controlled
Wide package shelf behind rear seats
Accessories available at dealer showrooms
Convenient 4 doors
Four or five passenger seating capacity

ENGINE . . . 4-cylinder, overhead valve engine, mounted in rear—water cooled, new cylinder head integral part of water pump for improved engine performance
Bore: 2.283 inches—Stroke: 3.150 inches
Piston displacement: 845cc (51.54 cu in)
Compression ratio: 8 to 1 (permits use of premium types of gasoline and greater gas economy)
Brake horsepower: 32 H.P. at 4200 RPM (S.A.E.)
Carburetor with automatic choke: Solex 28 I.B.T.
Lubrication: Pressure feed and splash
Crankcase: 2½ quarts
Fuel tank: 8½ gallons

BRAKES

Foot brake:
Lockheed 4-wheel hydraulic 9" drums with no brake-fade
Hand brake:
Mechanical (rear wheels)



HEATING SYSTEM . . . New dual heater with high capacity output for extremely cold weather. Fan motor operated at 2 speeds (maximum or moderate heating). Defroster and

600 authorized Renault distributors and dealers throughout

TRANSMISSION-DIFFERENTIAL

Combination transmission
and differential

Speeds: 3 forward, 1 reverse

Gear control:

through sliding gears

2nd-3rd synchronized

Oil capacity: 2 pints

Gear ratios:

1st speed: 3.7

2nd speed: 1.8

3rd speed: 1.07

Reverse: 3.7

Rear axle: 4.37

Single dry plate clutch

Ferlee "automatic" clutch (optional)

Eliminates clutch pedal

Controlled automatically

by electrical current

DIMENSIONS AND WEIGHT

Wheelbase...89 inches

Overall length...155 inches

Overall width...60 inches

Height (no load)...57 inches

Height (loaded)...55 inches

Front track...49 inches

Rear track...48 inches

Ground clearance...6 inches

Weight...1,397 pounds

OPTIONAL EXTRAS

Ferlee automatic clutch

White sidewall tires

Radio

Sunroof (for those who want
the "convertible" feeling)

TRUNK (LUGGAGE COMPARTMENT)

Under front hood, opening forward

Inside anti-theft lever

for releasing or locking

Seven cubic feet of space

for normal luggage and

awkward shapes such as golf bags

ELECTRICAL SYSTEM

Battery:

12 volts, negative ground

Ignition with automatic choke

Ignition key starter

with anti-theft device

Spark plugs:

14 MM (AC F 10 or AC 45L USA)

PERFORMANCE

Maximum speed: 72 MPH

Reserve of power through

high power-to-weight ratio
and low wind resistance

Up to 40 miles on a gallon of gas
for normal driving

STEERING AND SUSPENSION

Rack & pinion steering with
return spring—ratio 24 to 1

Turning radius: 15 feet

Independent 4-wheel coil
suspension springs

Telescopic shock absorbers,
concentric with springs

Torsion bar (front) for
anti-sway and road adherence

TIRES

135 x 380 or 5.0 x 15

Front tire pressure: 15 pounds

Rear tire pressure: 23 pounds

*Renault, Inc. reserves the right to make changes at any
time, without notice, in prices, colors, materials, equip-
ment, specifications, models, and to discontinue models.*

COLORS AND UPHOLSTERY
Refreshing, single-color exteriors
in smart subdued shades,
with a discriminating use
of chrome . . . well-chosen
interior "Paris original" fabrics
and trims blend with each other
and with the exterior colors,
adding to the over-all grace,
symmetry and beauty of the car.

BLACK

CORAL RED

ERIN GREEN

WHITE

POMPADOUR
GREY

CAPRI BLUE

DU BARRY
BLUE

BLACK

front heater air distributed through same duct, with separate
outlets. Second duct and outlet located under rear seat. Newly
designed thermostat increases efficiency of heating system.
Standard equipment on all cars.

the United States, fully trained and equipped to provide service and parts.

4 THE RENAULT CV

(Quatre-Chevaux) . . . has an unmistakable individuality all its own. It has a way of winning the hearts of its owners and commands a loyalty rarely found between man and machine.

Just as expertly designed and engineered as all other Renault automobiles, with many features you'd expect to find only in much more costly cars, the 4 CV actually takes only a small place in your budget. You'll find, though, it will play a leading role in your life.

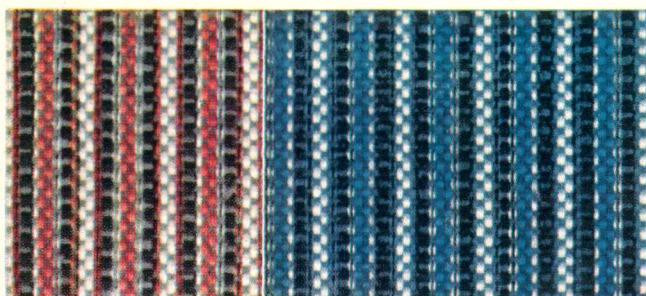
Compact and safe, it will be the shopping car, the picking-up-the-kids car, the errand-running car. It is amazingly agile in traffic and can be parked in impossibly small places (zebra triangles in parking lots and in those few spare feet near a fire hydrant). Because rough roads and rugged terrain are taken in stride, it will be the hunting car and the fishing car, and it will get you out of the tight spots, for it can literally turn on the proverbial dime.

It is the perfect car for students too. Small enough to drive and handle with complete confidence, yet its nimble-quick engine will give all the excitement and power he needs. It will take the beating too, without showing too many scars, of fellow students piling in and out of all 4 doors. And it's *that easy* on his allowance; lets him drive to and from school all week on a gallon or two of gasoline.

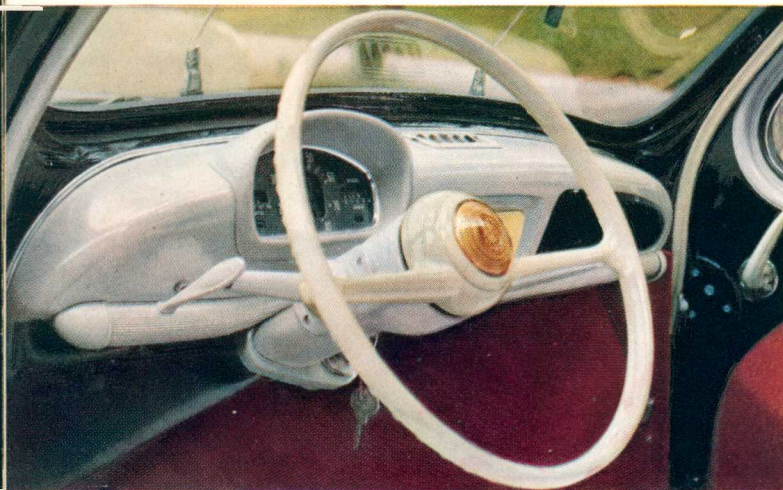
The 4 CV has everything much bigger cars have except size . . . it fits as easily into your money pocket as it does into a tight parking spot.





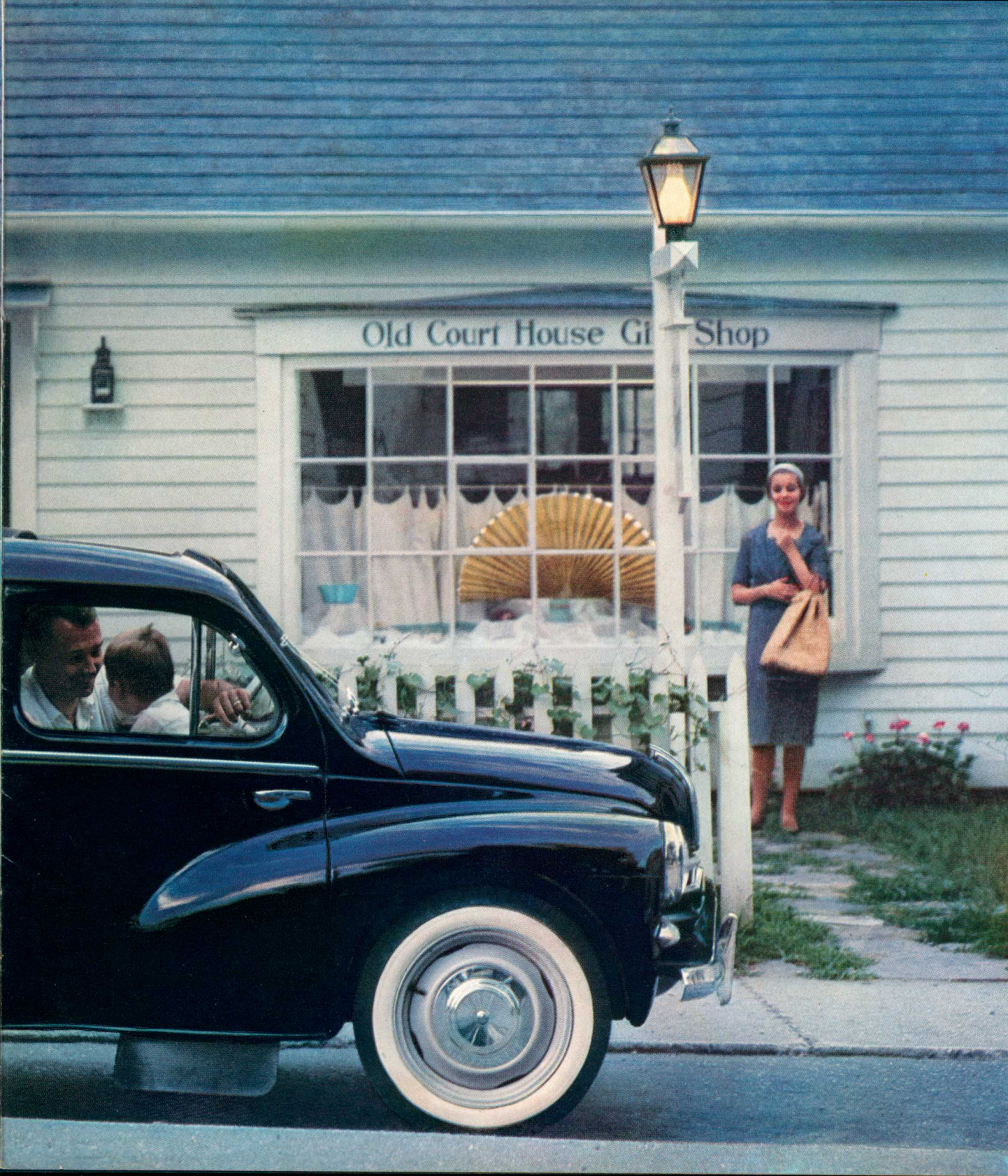


COLORS AND UPHOLSTERY... Decorator colors are used for the exterior paint with distinctive fabrics of harmonizing shades for interior upholstery and trim, designed with the simple elegance that is a hallmark of all Renault cars.



DASHBOARD... The dashboard is rubber padded for safety, with all gauges grouped in a hooded instrument panel behind the steering wheel, for easy reading. All manual controls (lights, horn, directional signals and ignition starter) are handily fitted to the steering column. A roomy glove compartment is on the right, and the ashtray, centered on the top of the dash, is convenient for both driver and passenger.





DIMENSIONS AND WEIGHT

Wheelbase... 82 $\frac{3}{4}$	Front and rear track... 48 in.
Overall length... 142 $\frac{1}{2}$ in.	Turning radius (min.)... 165 $\frac{1}{2}$ in.
Overall width... 56 $\frac{1}{4}$ in.	Weight (unladen)... 1322 lbs.
Height (unladen)... 58 in.	Ground clearance... 6 in.

BRAKES

Footbrake: 4-wheel hydraulic brakes
Handbrake: mechanical (rear wheels)

ELECTRICAL EQUIPMENT... Battery: 6 volts

SUSPENSION

4 independently sprung wheels
4 coil springs — 4 hydraulic shock absorbers
Torsion anti-sway bar in front

PERFORMANCE

Maximum speed: 70 MPH
Gas consumption: up to 40 miles per gallon

TIRES AND WHEELS

135 x 380 or 5.0 x 15
Disc wheels for either standard or tubeless tires

ENGINE

4-cylinder engine, mounted in rear, overhead valves,
push rod operated, water cooled
Bore: 54.4 mm (2.1456") Stroke: 80 mm (3.1496")
Piston displacement: 747cc (45.48 cu in)
Compression ratio: 7.75 to 1
Brake horsepower: 28 BHP at 4100 RPM (S.A.E.)
Carburetor: Solex 22 ICBT with automatic choke
Fuel tank capacity: 7 gallons

TRANSMISSION

Speeds: 3 forward, 1 reverse
Gear ratios: 1st speed 3.7 · 2nd speed 1.81 · 3rd speed 1.07 ·
Reverse 3.7
Single dry plate clutch
Ferlee "automatic" clutch optional—eliminates clutch pedal

HEATING SYSTEM

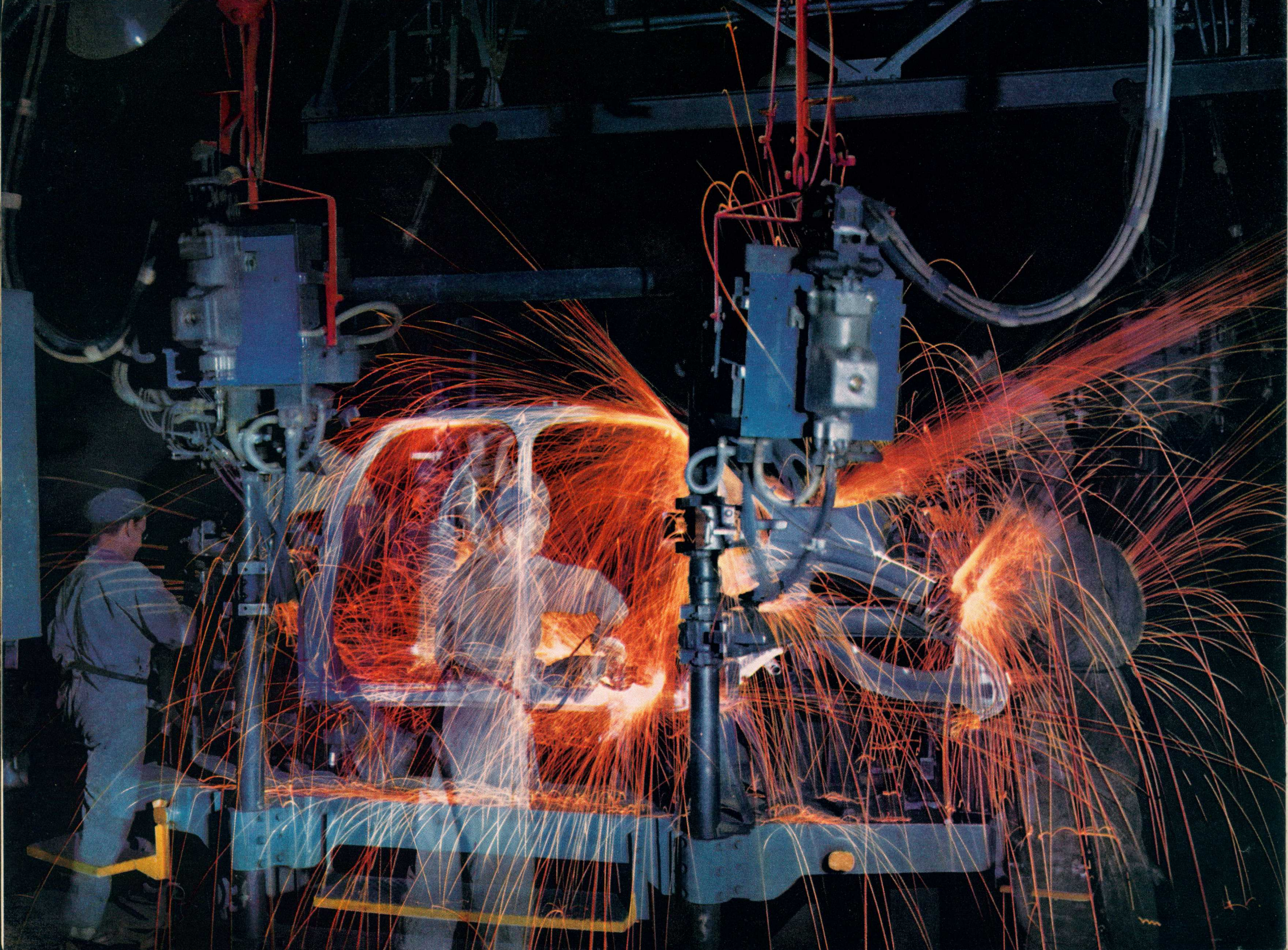
The new dual heater with high capacity output for extremely cold weather. Two speeds (maximum or moderate heating) operated by fan motor. Front heater and defroster air distributed through same duct with separate outlets; second duct and outlet located under rear seat. Newly designed thermostat increases efficiency of heating system. Standard equipment on all cars.

OPTIONAL EXTRAS

Ferlee "automatic" clutch · White sidewall tires · Radio · Sunroof

SPECIAL FEATURES

Adjustable bucket seats in front · Foam rubber seats throughout
All windows fully operating · Air-control vent windows in front
Dual windshield wipers · Safety glass all around
Convenient four doors · Four passenger seating capacity
Adequate headroom, elbow room and legroom
Accessories available at dealer showrooms



France's biggest industrial giant: **RENAULT**

THE GREAT FRENCH CAR MANUFACTURING FIRM HAS THE MOST
MODERN PLANT IN EUROPE—AND PROBABLY IN THE WORLD

RENAULT is the biggest industrial organization in France. It is the leading French producer of farm tractors and it has risen to sixth place in the ranks of French builders of machine tools. It is the world's seventh largest car producer. Renault exports more cars than all its French competitors together.

In 1947, managing director Lefaucheu declared: "We believe that French industry should not base its recovery upon a slow rebirth of buying power but, on the contrary, it should bring about this rebirth by creating wealth through work and production." It was with this faith that Renault began to reconstruct its plant after the Liberation of France, first modernizing facilities and then developing them in order to build up the volume of production.

POST-WAR PRODUCTION The first post-car model was the QUATRE CHEVAUX (4 CV). It met the demands of the French market in which money and fuel were rare. Renault decided to build the QUATRE CHEVAUX (4 CV) at a pace previously unheard of in France: 300 a day whereas Renault's maximum in 1938 was 250 vehicles a day.

Production at this rate required new machines; machines performing several operations at once and transferring parts from one machine to another. Renault had its engineers draw up their own plans for these machines. Out of 1,000 new machines installed in less than two years, 200 were built by Renault itself.

This expansion and Renault's faith in its con-

tinuation led to another result; the Billancourt factory was becoming too small, despite all the post-war improvements, which resulted in a fivefold production increase with the same number of workers. In 1950, while the Renault factory at Le Mans was being enlarged, a new factory was built at Flins on the Seine, connected with Billancourt by the superhighway leading westward out of Paris. According to the best foreign experts, one of the most modern factories in the world. Its productive capacity was doubled between 1955 and 1956 in order to handle the DAUPHINE. The Flins plant employed 6,000 workers who produce one car every 34 seconds—more than one thousand a day. There is plenty of room for expansion at Flins, but Renault has no intention of creating another industrial city as large as Billancourt. This is why Renault has started building a factory at Cleon which will equal Flins in size.

ORGANIZATIONAL POLICY Here you have one of the keys to Renault's policy: decentralization of jobs and decentralization of responsibilities. It has kept its sheet-metal plant at Hagondange, its ball-bearing factory at Annecy and its steel plant at St. Michel-de-Maurienne; but accessories, electrical equipment and upholstery are supplied by some 3,000 sub-contractors.

The human factor plays an important role too. In labor-management relations, the directors of Renault have shown the way to other French concerns by their willingness to take the workers into their confidence. This attitude explains the

agreement signed by Renault's management and the trade unions in September 1955. Among other things, it granted a minimum wage increase of 4 percent every year; three weeks vacation with pay; an additional retirement fund and full pay for holidays. This agreement has enabled Renault to play its part as a pace-setter for the rest of French industry. Some of the features of the Renault contract have now become law in France (among them, three weeks vacation with pay).

One result of this policy has been a drop in labor turnover. Today, over 80 per cent of Renault's workers have been with the plant for at least five years. Renault now employs nearly 60,000 persons and produces 1,800 cars a day.

AUTOMATION Compared to 1938, production has increased eight times while the number of workers has barely doubled. This gives a fairly clear idea of the capital investment which has been made and the degree of automation achieved on the production line. Automation was first introduced gradually into foundry work and machining operations. Automation is also used for stamping out bodies and it is being introduced on the assembly line. At Flins, nine men work seven welding presses which perform 580 simultaneous operations, making 100 Dauphine floors an hour. Automation is also used in the paint shops. This trend which leads to the gradual replacement of men by machines for certain operations has not led to lay-offs in Renault's present period of expansion.

RENAULT

joie de vivre

